RAILROAD PASSES

Who are Entitled to Them and Who Get Them.

VARIOUS KINDS OF DEADHEADS

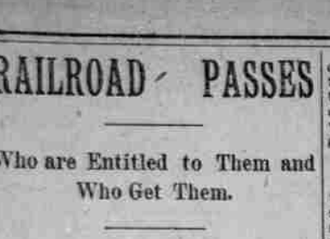
Newspaper Men, as a Rule, Pay in Advertising for Any Courtesy Extended Them by the Railroads.

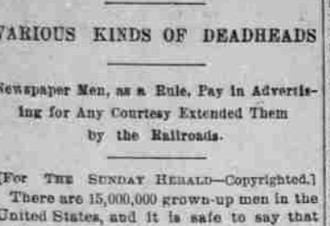
[For THE SUNDAY HERALD—Copyrighted.]

There are 15,000,000 grown-up men in the United States, and it is safe to say that half of them have, some time or other, on some sort of pretext, considered themselves entitled to free transportation on some railroad. One man wants a pass, because he is the biggest gun in his district, another because he is engaged in charitable work, a third because he controls a party going to a prize fight, a fourth because he had a dog killed by a locomotive, and a fifth because he has invented a scheme to do away with passes altogether. The several million minor deadheads wait for political campaign excursions and auction sales of suburban lots.

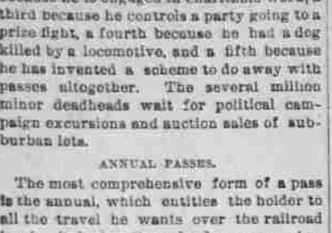
ANNUAL PASSES.

The most comprehensive form of a pass is the annual, which entitles the holder to all the travel he wants over the railroad issuing it during the calendar year. Annuals are usually printed from steel plates, artistically designed and skillfully engraved. Cut A is a sample:





Certain conditions, of which cut A is an example, are printed on the back, and many roads compel the recipient to affix his signature before the pass will be accepted by conductors.



The privilege, if it is a privilege, of issuing passes is usually confined to railway presidents, vice-presidents, general managers and general superintendents. Annuals over the New York Central can only be issued by President Depew, and must bear his personal signature. As there are 3,000 or 4,000 of these passes each year, the job is an irksome one. Many officials have adopted the easier method of having their own signatures printed on the passes in fac-simile and compelling their chief clerk or secretaries to countersign them. In addition to annuals, there are quarterly and monthly passes, issued to minor officials and usually limited to specified portions of the road. Trip passes are still less comprehensive, entitling the holder merely to one passage between the stations named.

WHO HAVE PASSES.

The anti-discrimination part of the interstate commerce law prohibits granting passes to anybody except railroad officials, and the railroads obey the law in this particular with a thoroughness that is refreshing. The law, however, only prohibits passes between interstate points, and within the limits of individual states. Free transportation is issued to governors, members of legislatures, judges, sheriffs, assessors, and other influential public officers who request or demand them. It is a mistake to suppose that railroads give such passes to people who do not, directly or indirectly, ask for them. Occasionally a road gets on its dignity and demurs, but a well-directed "bleeder" generally brings it to its senses and its knees. A "bleeder" is a bill introduced in a legislative body, under the guise of reform, affecting the interests of some railroad or railroads in general. Sometimes such bills are just, but oftener unjust. They seldom pass, but they serve their purpose, making passes flow freely, and often money as well. Railroads sin much, but demagogues sin more, and notwithstanding all the talk we hear about corporate greed, the railroads usually get the worst of it.

EXCHANGE PASSES.

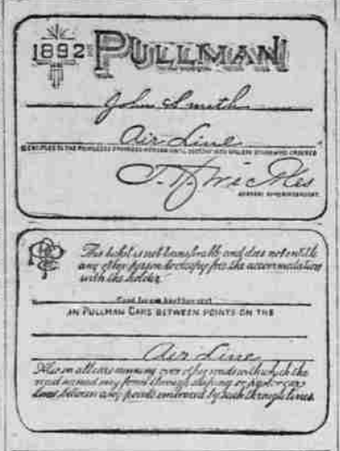
The interstate commerce law permits railroad officials to issue passes to themselves, their employees and the principal officers of other lines. All roads allow annuals to their general and division officers, the chief clerks of various departments, and a limited number of subordinate officers who travel on business. Certain small fry get quarterly or monthly passes, but the vast majority of employees are obliged to ask for trip transportation and leave of absence whenever they want to ride. The great volume of annuals go to officers of other lines and are known as exchange passes. Formerly every road exchanged freely with every other road, but now reciprocity is generally confined to lines which interchange business, and a sort of code has been established which knows few exceptions. Each road makes up an exchange list and sends it to tributary lines in December, requesting annuals for the coming year for its president, vice-presidents, general manager, general superintendent, traffic manager, general freight agent and general passenger agent. Some roads include their secretaries, treasurers, attorneys and chief engineers, but the names of such persons, as well as division officers, are usually embraced in a supplementary list, which is only sent to immediate connections, the list undergoing additions and erasures as circumstances require. Presidents of lines closely related occasionally give each other passes calling for the transportation of the recipient "and party with special car," but such courtesies are extremely rare, the conveyance of special cars usually requiring special arrangement in each case.

THE CODE APPLIED.

A few of the big systems have from fifty to a hundred names on their general and supplementary exchange list. Roads of less consequence naturally ask and get less, and little fellows are content with two or three. Railroads less than twenty-five miles long are practically ignored. The Bath & Hammondsport, nine in length, once made requisition on a big western system for one annual, but the president of the latter crustily declined to either give or receive. "If I want to go from Bath to Hammondsport," he replied, "I will pay my fare or walk." Each road takes the liberty of cutting down the list of another if its own list is small and modest, and objection is occasionally made to individuals, particularly minor traffic agents who are personally obnoxious. Exchange passes generally exclude limited trains, but big presidents often insist on having this privilege added by special indorsement. A prominent southern official recently received an annual from another road with the restriction, "Not good on limited trains." He promptly reciprocated by sending a pass with the following words written in red ink across the face: "Not good on any trains." The hint caught.

A TELEGRAPH FRANK.

In addition to railroad passes there are telegraph and express franks and passes—see cut B—calling for accommodations in sleeping and parlor cars. All these are mostly issued to railroad officials on a business basis, and may properly be considered an equitable trade, as farmers and grocers exchange butter and eggs for sugar and tea. Railroads carry free the officers and electricians of telegraph companies, and the latter do a certain amount of telegraphing to balance the account. Franks are given to persons entitled to use the wires under this arrangement. Contracts between railroads and telegraph companies also have provisions regarding the mutual use of poles and wires, which vary according to circumstances. The Pullman and Wagner Palace Car companies exchange passes—see cut C—with the railroads over which their cars run. Ordinary railroad officials are given sleeping and parlor car passes restricted to their own lines and such connections as form through palace car routes. In other words, the holders can get into any sleeping car on their own line and be provided with a seat or berth free to their destination, regardless of where it goes. A few presidents and vice-presidents receive passes of special form from Sir George M. Pullman, providing a drawing room or section in any of his cars in the world. Dr. Webb, of the Wagner company, also issues a few such passes. Mrs. Pullman has a pass which directs Pullman conductors to give her such accommodations as she requests for herself and accompanying friends, which might mean a whole car or a whole train. As a matter of fact, however, she seldom uses this remarkable pass, preferring to ride in her husband's special car, which is the finest in the world.

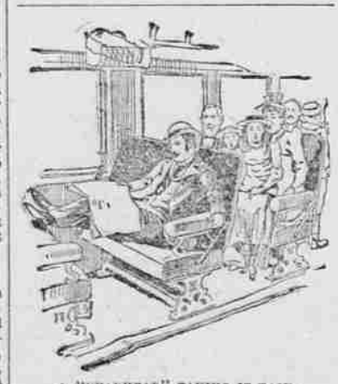


FREE TRAVEL WITHOUT PASSES.

Railroad men, like other mortals, have their peculiar whims and conceits. One of these is shown in the custom adopted by numerous roads of permitting certain of their own officials to ride free without passes. The theory is that chief officers are known to conductors and other employees, or ought to be. The fact is that the custom is merely an affectation. The book of rules or some circular specifies what persons are entitled to this peculiar consideration. The affectation occasionally takes the form of not giving passes to the select circle at all, but letting them travel exclusively on their face and figure. When an officer so honored meets a conductor who does not know him, he usually shows a pass on some other road as a means of identification. Usually, however, he merely tells who he is and growls like a bear. Roads having this sort of free list generally include in it the president, vice-presidents, general manager and superintendent, general freight and passenger agents, and division officers within the limits of their own territories. Train men and sleeping car conductors and porters, as well as employees of dining cars, are considered to be a part of the furniture, and need no passes.

NEWSPAPER MEN.

Passes of various forms are issued to newspaper men, but, properly speaking, such transportation should not be termed free, as it is given in consideration of advertising, under arrangements more or less definite. People in the back woods believe that every editor carries a pocketful of passes and is owned, body and soul, by the railroads. The fact is that newspaper men are influenced less by such transportation than railroad men are. Most railroads now make formal contracts with newspapers, providing for the publication of their time tables and a specified amount of reading matter, in consideration of a fixed amount of transportation, confined to persons connected with the paper and the dependent members of their families. The railroads seldom use all the advertising named in the contract, and the publishers seldom use all the transportation, but this sort of arrangement is more business-like, more manly and more generally satisfactory than the old method of swapping unknown quantities. Large papers charge cash for advertising, in addition to transportation, if they accept the latter at all, and significant papers do not get a chance to charge either cash or transportation.



A "DEADHEAD" TAKING IT EASY.

THE OLD DAYS.

Prior to the enactment of general railroad laws, and before public opinion in regard to corporations had become crystallized, charters and grants were frequently obtained by scandalous lobbying and lying. Such methods were easier than argument and often more welcome to the parties of the second part. Many a bad scheme was consummated by bribery, and many a good one blackmailed out of existence by people who insisted upon being bribed. There were honest railroad projectors and honest legislators—blessed be their memory—but they did not set the style or make the history of the epoch.

In those days nearly all influential people had passes, and nearly everybody else was mad in consequence and endeavored, with more or less success, to beat conductors out of their fares. The railroads sowed the seed, and have ever since been reaping the natural crop.

To-day the typical railroad official would rather part with an eye-tooth than issue a pass, but three generations of bad education cannot be easily or suddenly overcome.

"A pass," said a hard-working New York manager, "is a badge of slavery if held by an employee. If held by a public man it is a mark of dishonor. The executive, legislator or judge who has a railroad pass is a rascal in whatever light you look at him. If he allows it to influence his acts he is certainly a rascal, and if he accepts it and has not the common decency to desire to reciprocate in some way, he is a worse rascal still."

The man who made this remark issues 4,000 annual and as many trip passes every year. He is one of the fellows who is reaping the whirlwind.

The adoption of the interstate commerce law gave the railroads an excuse for cutting off thousands of obnoxious complimentary passes, which they did with demoniac vengeance, but the deadhead system within state limits retains many of its old-time features.

DAVID WECHSLER.

THE AMERICANIZED.

List of Those Who Have Purchased the New Encyclopedia Britannica.

Probably no book of the age that was ever offered in Salt Lake has had a more popular run than the new Americanized Encyclopedia Britannica, which is offered in the west only in connection with THE HERALD. It cost the publishers, Belford Clark & Co., about $3,000,000 to re-edit the old work, expunge and curtail obsolete subjects and insert modern subjects—especially American themes—into the work. It is the triumph of modern literature, and everywhere it has had a tremendous sale. The very low price at which it is offered with THE HERALD is made possible by the fact a special rate has been accorded the prominent newspapers which offer the works with their issues. The *Examiner*, the Denver *Republican*, the Louisville *Courier Journal*, as well as THE HERALD are offering the new encyclopedia, which is in three styles of binding, and is sold on the installment plan with either the daily, Sunday or semi-weekly edition.

Those who have obtained the Americanized Encyclopedia Britannica up to date are as follows:

Arthur William Brown, Salt Lake city
George F. Felt, Salt Lake city.
Willard C. Burton, Salt Lake city.
A. A. Moulton, Salt Lake city.
James Noble, Salt Lake city.
Richard H. Cabell, Salt Lake city.
N. A. Reeves, Salt Lake city.
John Henry Hamlin, Salt Lake city.
James Gallacher, Salt Lake city.
J. H. Heron, Salt Lake city.
A. W. Stevenson, Salt Lake city
Hiram E. Booth, Salt Lake city.
G. A. Gibbs, Salt Lake city.
George H. Vine, jr., Salt Lake city
M. B. Sowles, Salt Lake city.
W. G. Van Horne, Salt Lake city.
Alex Myles, Salt Lake city.
John Steitz, Salt Lake city.
Edward Brook, North Salt Lake.
H. Leicherini, Salt Lake city.
W. B. Webber, Salt Lake city.
S. A. Chase, Salt Lake city.
Arthur Farnsworth, Salt Lake city.
F. M. Lyman, jr., Mill Creek, Utah.
George S. Beckman, Salt Lake city.
Joseph Hepworth, Salt Lake city.
W. B. Hooper, Salt Lake city.
L. Skeen, jr., Plain City, Utah.
Edwin Wright, Salt Lake city.
James Moffatt, Salt Lake city.
A. W. Caine, Salt Lake city.
C. A. Neville, Salt Lake city.
H. J. Shimming, Salt Lake city.
Ole Elingson, Leni City, Utah.
Mrs. M. E. Randall, Salt Lake city.
Granvill Gillett, Salt Lake city.
Maurice Levy, Salt Lake city.
R. M. Biele, Salt Lake city.
Thomas McKelvie, Salt Lake city.
George S. Spencer, Salt Lake city.
J. Button, Salt Lake city.
W. S. Muir, Randolph.
Stephen W. Alley, Salt Lake city.
M. J. Kennedy, Salt Lake city.
Moylan C. Fox, Salt Lake city.
A. H. Worthen, Salt Lake city.
H. Mitchell, Salt Lake city.
E. O. Olsen, Salt Lake city.
A. B. Ewing, Salt Lake city.
Henry T. McEwan, Salt Lake city.
W. T. Gunter, Salt Lake city.
C. A. Lund, Salt Lake city.
Richard Griffiths, Salt Lake city.
James H. Radden, Kaysville, Utah.
Peter McCardell, Springville, Utah.
Albert Graupe, Salt Lake city.
James R. Smurthwaite, Box Elder, Utah
M. W. Butler, Logan city, Utah.
J. B. Taylor, Salt Lake city.
J. S. Acker, Salt Lake city.
F. A. Hammond, Bluff, Utah.
Dr. Julius Hannberg, Provo city, Utah.
B. Y. Randall, Salt Lake city.
Rebecca Daynes, Salt Lake city.
W. J. Lewis, Salt Lake city.
Edwin H. Brewerton, Salt Lake city.
John S. Lewis, Salt Lake city.
Milton Ridges, Salt Lake city.
W. W. Salmon, Salt Lake city.
M. E. Van Schoonhovan, Salt Lake city.
C. H. Wilson, Salt Lake city.
E. A. Tripp, Salt Lake city.
J. A. Grennan, Salt Lake city.
H. B. Nielsen, Salt Lake city.
John T. World, Salt Lake city.
R. Simpson, Salt Lake city.
Sydney Dawes, Salt Lake city.
A. W. Gallacher, Salt Lake city.
O. E. Cary, Salt Lake city.
Nicholas Groesbeck, Springvi lleUtah.
Carl Wilberz, Castle Dale, Utah.
J. F. Gibbs, Deseret, Utah.
Matthew White, Salt Lake city.
Phineas Young, Salt Lake city.
Ed. L. Elder, Salt Lake city.
Mrs. Bullock, Salt Lake city.
A. W. Stevenson, Salt Lake city.
F. Holman, Salt Lake city.
Amy J. Smith, Salt Lake city.
L. Loda, Salt Lake city.
S. S. Riter, Logan city, Utah.
James Blamires, Kaysville, Utah.
R. H. A. Harris, Salem, Idaho.
W. G. Lane, Shoshone, Idaho.
J. E. Daniels, Provo city, Utah.
St. George Temple, St. George, Utah.
F. W. Fuller, city.
James A. Fuller, city.
H. H. Mears, city.
W. T. Fletcher, city.
George K. Reese, jr., city.
Fred Miller, Camas, Ida.
Dr. S. B. Young, Salt Lake.
M. Spencer, Salt Lake.
G. F. Spencer, Salt Lake.
Ames Gabbott, Farmers ward.
O. Greene, Salt Lake.
J. B. Hawkins, city.
Arthur Parsons, city.
J. E. Langford, city.
E. O. Eagberg, city.

Fired the Gun and All.

In the Crimean war a raw recruit was told off to watch the fire of the Russian artillery and cry out to his comrades when shot, shell or rocket was fired, so that they might be prepared for it. He gave the signal, "Shot!" "shell!" "shot!" "shell!" punctually until he saw a rocket, which of course is a long, tubelike missile. It was the first he had seen, and imagining it was a cannon he yelled out: "Take end ages, boys, the gun an all is comin! If the Rooshans are coming after it they won't lave a mother's son of us alive."—*Irish Times.*

A Cabman Caught.

One day it was raining very heavily in Berlin, when a wealthy merchant, on leaving the exchange, hailed a cab and asked to be driven to a distant part of the city. On the way the merchant discovered that he had forgotten to put his purse in his pocket. What was to be done? On reaching his destination he got out of the cab and said to the driver:

"Will you please give me a match? I have dropped a sovereign on the floor of the cab."

Instanter the cabman whipped up his horse and soon disappeared around the next corner.—*Dipsikalia.*

ALL IN THE TEXT.

A clergyman in Texas not long ago took quite an active part in politics, as many of his profession have from time to time done in other states. He was rewarded for his services by being appointed chaplain of the penitentiary. Before departing to assume the duties of his office he preached a farewell sermon to his congregation, who were in arrears with his salary, and who, in other ways, had not treated him well, and he took for his text these words of the Savior: "I go to prepare a place for you, in order that where I am ye may be also."—*Arkansas Traveler.*

To Fit the Crime.

"Mr. Newcombe," inquired the city editor, "did you write this article in which the statement is made that 'K. K. Perkinson suicided yesterday afternoon?'"

"Yes, sir," answered the new man on the local staff.

"H'm!" rejoined the city editor blandly. "Mr. Newcombe, you will please consider yourself 'resignationed.'"—*Chicago Tribune.*

In Her Sleep.

Helen ——, aged four, has a new baby sister to whom she is devotedly attached, and over whom she watches with all the care and attention of a mother. The other day Helen was hovering over the crib in which the baby was sleeping and saw her mouth open and close as babies' mouths do in their slumbers. Helen became excited and called out, "Papa, see; Marg'et's swallowing a dream!"

Where do children get their poetry—*St. Louis Republic.*